

WITH THE CUE AND BALL

Yamada Runs 141 in Defeating Slosson at 18.2 Game.

DEMAREST GETTING READY

De Oro May Play Two or Three Matches for Stakes Before Next Title Contest.

Koji Yamada played better 18.2 billiards than ever before at the gymnasium of the Los Angeles Athletic Club on February 21. He scored 80 points in eight innings and ran 141, defeating George F. Slosson, who made 22 points in seven innings, averaging 18.2. It was Japanese night and members of Nippon clubs on the Pacific coast occupied over three-fourths of the seats in the hall. While quite enthusiastic over the execution of their countryman, the Orientals also applauded the skillful play of Slosson. The latter defeated Yamada in an 800-point contest played on the two preceding nights.

Calvin Demarest practices regularly from six to eight hours a day. He promises to challenge Hoppe for the 182 championship and to try to take the 181 title from the winner of the coming Hoppe-Morningstar match.

Pittsburgh papers erroneously contend that, inasmuch as he is the champion, Orlando Morningstar has the right to name the referee for his match with William F. Hoppe, challenger of the 181 ballgame championship, which will be decided on March 12. There is no ground for that contention. The rules provide that the principals in a championship match must agree upon a referee, and if they fail to do so such official shall be appointed by the Brunswick-Balke-Collender Company.

Before he engages in another match for the pocket billiard championship, Alfredo De Oro may count in two or three contests for liberal stakes. He is considering challenges to play Benjamin Allen, at Kansas City, for \$500 a side and a satisfactory allowance for expenses, and James Moore, of Denver, on similar terms. Then he may go to Los Angeles to compete against George Banks, the Pacific Coast champion, who is said to command strong backing.

Frank Maggioni, who died at New Orleans on February 22, was conspicuous in billiards in the Middle West from 1875. He developed in New Orleans, but at different periods resided in Chicago and St. Louis. On January 3 he left his family in St. Louis to go to the Crescent City, where he had an engagement, which illness prevented him from filling.

One of the best massed and draw shot players among the second class experts of the country, he was an attraction wherever he performed. The specialties in which he excelled were, however, elements of weakness in tournaments and matches, for he employed them to extremes for artistic effect and regularly destroyed his chances of winning games.

His most notable performance was the defeat of Frank C. Ives at Chicago, on April 15, 1906, in a match for \$500 a side, at 14.2 ballgame. The men who backed him threatened him with death if he indulged in pyrotechnical displays, and for some he played a steady game and won by 50 to 40. That defeat was a severe setback to Ives, who was just developing championship caliber, a quality he emphatically demonstrated less than two years after.

When John Roberts, the English champion, was in Chicago in September, 1903, preparing for a match with Ives at English billiards, he employed Maggioni to give him instructions in massé playing, which had previously been ignored by English billiardists. Melbourne Inman, the present English champion, is a fine massé player.

Albert G. Cutler says: "That rule governing the three-shoot championship works beautifully just now for John Horgan. When challenged he can name either St. Louis, where he lives, or San Francisco, where he is playing, as the city for the match. If Daly, who is in San Francisco, challenges, Horgan can say, 'Come to St. Louis.' If De Oro, Cline or Moore, who are in New York, seek the emblem, Horgan can say, 'Come to "Frisco." Now, isn't that nice for Horgan?"

BROOKLYN SHOW WINDS UP

Dealers Enthusiastic Over Results Achieved During Week.

Last night saw the close of the most successful automobile show ever conducted by the Brooklyn Motor Vehicle Dealers' Association, and the dealers are elated over the number of sales made during the week. It is estimated that 20 cars were sold, practically every exhibitor reporting a sale. In addition to the sales a number of Brooklyn agents secured many names of prospects, and several sub-agencies were established on Long Island.

In addition to a record attendance from Long Island the Brooklyn show drew people from all parts of the country. Cars were sold to people living in Connecticut, New Jersey, Massachusetts, Maine and Ohio. Herbert L. Carpenter, president of the Brooklyn Motor Vehicle Dealers' Association, on behalf of the committee expressed his appreciation of the support extended to the show.

AUTOMOBILES.

Says the Wise Old Owl:

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The New Century Tire's admired;

Consumers all own that it's everywhere known

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ROAD CONVENTION NEXT

Will Take Place in Washington Beginning on Thursday.

PROMINENT MEN TO SPEAK

Engineer of Highways in France to Deliver Address—Congressmen on List.

Among the various activities that will make Washington a centre of interest in the next few weeks, one of the first will be the second good roads convention, to be held in the Raleigh Hotel on Thursday and Friday of this week. All organizations interested in highways progress have been invited to send representatives. The effort will be to prove to the legislators that the national government should logically aid in the work of bettering roads throughout the country.

In the course of the five sessions which will take place the entire subject will be comprehensively considered by the most representative assemblage of good roads advocates ever gathered in this country. The holding of the convention in Washington insures the attendance of many members of Congress, who in numerous instances will serve as delegates for their local roads of trade and automobile and good roads associations.

Though purposely the programme has been left somewhat open in order to provide adequate time for general discussion, an outline of the proceedings will indicate its widespread scope. For the morning session of March 4 the registration of delegates, organization of the convention and the appointment of the resolutions committee will occupy the time, with a probable conclusion in the form of a call on the President at the White House.

For the afternoon gathering invitations to address the convention have been extended to the Hon. Jonathan Bourne, Jr., of Oregon, chairman of the joint committee on federal aid for the 42d Congress, the Hon. Dorsey W. Shackelford, of Missouri, vice-chairman of the committee, Henry W. Anderson, of Richmond, Va., a well known advocate of road roads and participant in many conventions, and Jean de Pulligny, director of the French mission of engineers and chief engineer of roads and bridges of France. Logan Waller Page, director of the office of public roads of the Department of Agriculture, will preside at this session.

In the evening addresses arranged for will include those by C. S. Stetson, chairman of the National General executive committee; Warden Thomas J. Tynan of the Colorado state penitentiary, who has made a most notable success in the employment of convicts in road building, and Charles Thaddeus Terry, chairman of the American Automobile Association legislative board. Mr. Tynan's talk will be illustrated and will be followed by an additional illustrated exposition of road building in California and the Southwest.

Friday morning will be given up to the spokesmen of the most important proposed interstate roads which are under consideration in all parts of the country. The list is a most imposing one, and represents country-wide belief in the present necessity for establishing both interstate and intrastate roads.

Spokesmen will give facts in relation to the National Old Trails Ocean-to-Ocean Road, Quebec-Miami International Road, Lakes-to-Gulf Road, Meridian Road, Pacific Highway, Southern Transcontinental Highway, Santa Fe Trail, Memphis-to-Frisco Highway, Cross-Arkansas Highway, Cross-Missouri Highway, Omaha-Denver Road, Platte Valley Transcontinental Road, Iowa Transcontinental Road, Golden Belt Road, Iowa River-to-River Road, Jackson Highway, Crest of the Blue Ridge Highway and Park-to-Park Road.

In the afternoon state representatives will have their opportunity, and it is a certainty that fully two-thirds of the commonwealths will have spokesmen present. In fact, the assembly will be nationwide in its representation, as the most prominent advocates of good roads in the United States have signified their intention of being present. The meeting will conclude with a report of the committee on resolution, in which all parts of the country will have a voice.

Club Increases Scope of Its Testing Laboratory

Prepared to Conduct Road Tests of Tires, Carburetors and Motors.

Final action regarding the policy to be pursued with respect to the testing laboratory of the Automobile Club of America was recently taken by the board of governors. It has been decided to continue the work which this department of the club has been building up and to increase the scope.

For more than three years past the laboratory has been passing through a formative state. Now it possesses the finest automobile engine testing equipment in this country. It is the intention of the club to make this apparatus of the greatest possible benefit, both to its members and all other automobile users, as well as to the industry.

Any one desiring the use of the facilities of the laboratory, either for development tests of a confidential nature or for acquainting the public with the facts regarding the motor or other device in which they are interested, will be accorded every privilege.

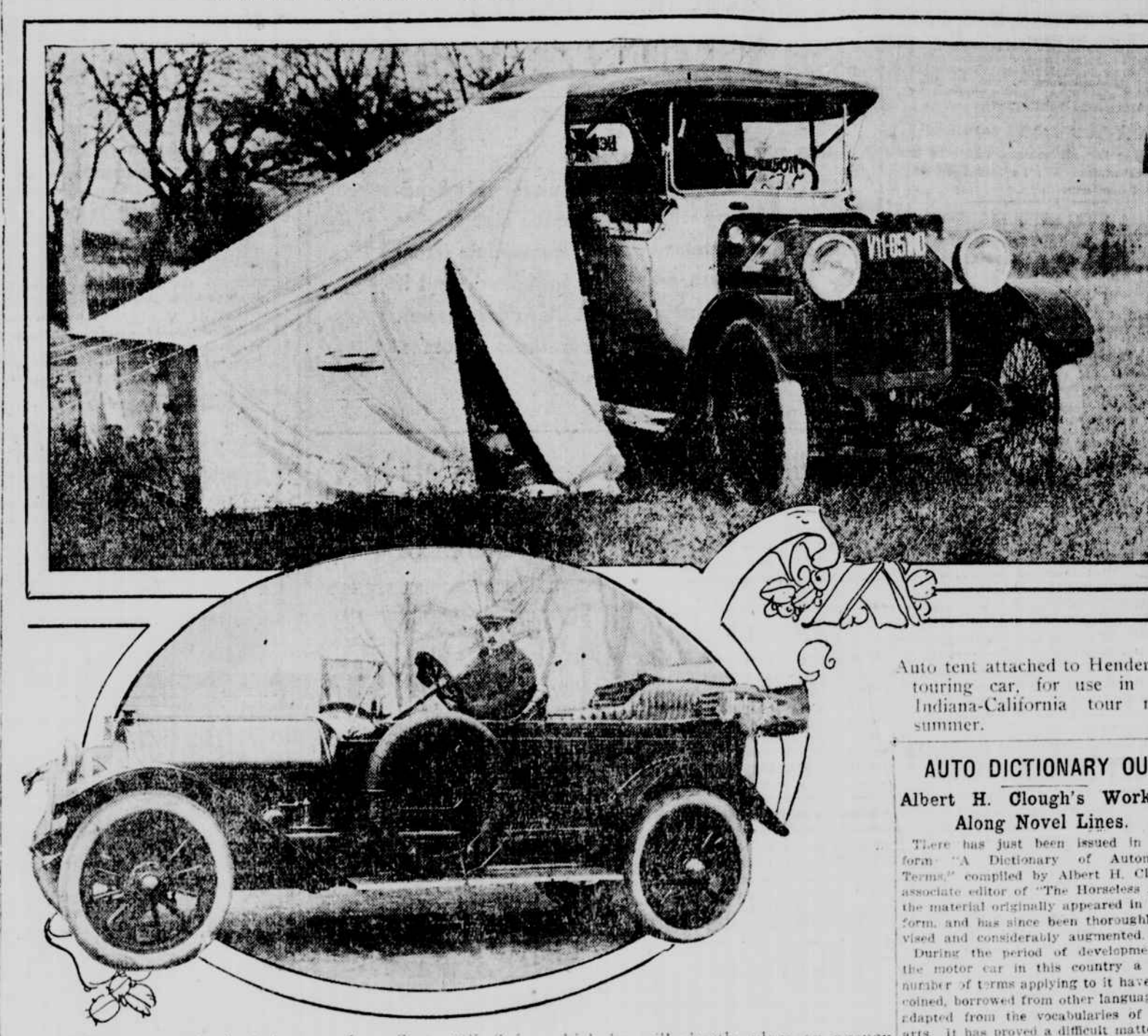
The technical committee, under whose direction the laboratory is operated, is prepared to supervise all official tests and to affix the seal and name of the club to the certified report of such tests. Besides laboratory work, the club will undertake the conduct of road tests, with a view to determining the durability of tires, the operation of carburetors with respect to economy and ability to accelerate, the performance of motors in non-stop tests, etc. One ten-thousand-mile tire test is now in progress.

INTERESTED IN STONE ROAD

Colonel Glenn Would Send Infantry on Automobile Tour.

The United States government has been asked to take an interest in the tour which the Indiana Automobile Manufacturers' Association is promoting for the proposed transcontinental stone road. Colonel E. F. Glenn, of the 23d Infantry, and com-

NOVEL TOURING QUARTERS AND NEW TYPE OF CAR.



A. E. Schwartz at wheel of the new Inter-State "Six," for which he will shortly place an agency in this city.

Wire Wheel Ahead in Recent English Tests

Wooden Spokes Failed to Hold Under Hard Pounding.

RIM UNBROKEN, HOWEVER

Conditions Were Supposed to Approximate Bad Skid, Ending in Hitting Curb.

Some interesting tests have recently been made in England to determine the relative strength of wood and wire wheels, the result being in favor of the latter. The tests were made with a pendulum approximately 11 feet long, having a weight of 100 pounds, which was swung a predetermined distance to strike against the rigidly held wheels. The tires were left on the wheels, the weight striking both the rim and the tire. The results are given by "The Autocar," an English trade journal.

At the first blow the wood wheel showed a deflection of 0.25 of an inch; at the second of 0.45, when two spokes cracked; at the third of 0.67, when the flange cracked; at the fourth of 0.93, when four additional spokes cracked, and at the fifth of 1.17. The rim held throughout. With the wire wheel the deflection on the first blow was 0.35; second, 0.59; third, 0.59; fourth, 1.25; and fifth, 1.49.

The conditions under which the test was made were considered to represent the effect of a bad skid ending up against a curb. It is said that the wood wheel used

was made of first class hickory, and was in every way as well equipped to stand the blows as the other.

The wire wheel is increasing in popularity in this country, due to its strength, the better that it adds to life and its easy handling. It is claimed that a motorist can make a quicker tire change with wire wheels than with demountable rims. And the less expert the operator is the greater advantage has the demountable wire wheel. When the wheel is jacked up a couple of turns of the wrench loosen it and it slips off. No special strength or skill is required.

Mounting the fresh wheel is an easy, in case more punctures are encountered than can be cared for by the number of spares carried, the wheel is dismounted with practically no loss of time and brought out from under the mud guard, where the tire may be manipulated with greater freedom.

The wire wheel is in America. While wire wheels for automobiles have been used in Europe for several seasons, there are such great inherent advantages in their favor that firms in this country are now engaged in their manufacture, and many American car manufacturers are offering wire wheel equipped cars to the public.

Ten years ago nearly all our "horseless vehicles" were carried on wire wheels. However, these were nothing more than strong bicycle wheels and were poorly adapted for the use to which they were put. The spokes stretched, becoming loose and letting in water, and it was common for drivers to carry a handful of extra spokes to replace those that broke on the road.

GIVES HELP TO INVENTORS

Willis-Overland Company Encourages Employees by System.

A majority of the great inventions which have done so much for the advancement of this country in an industrial and business way were worked out under the greatest difficulties. Nearly every inventor of note who has contributed to the progress of the industrial world has had to fight the handicap of poverty, and often hunger. The man who invented the telephone; the boy who first harnessed steam; Edison, who has contributed so much in the way of electrical appliances; all knew what it meant to feel the pinch of poverty.

Nowadays all this is changed, and the boy or man of an inventive turn of mind is given every opportunity to work out his ideas. In the big automobile factories of the United States, especially, no one need hesitate because he has not the means to carry through the experimental work which is necessary to perfect any invention. The Willis-Overland Company, of Toledo, Ohio, has installed a noteworthy system to bring out the best of its employees in the way of ideas.

A word to his foreman or the superintendent will bring all the opportunity an employee needs for the working out of his invention. Time and facilities are placed at his disposal, and every possible aid is given to him. Expert engineers offer advice and suggestions. On every hand there is some one to lend assistance.

As a result of this policy the Toledo plant has developed many an invention that has proved of the utmost importance in automobile manufacture. Labor saving machines and devices are being perfected every day. And the inventor is never deprived of the credit or benefit due him. His production is bought at a fair price if the company sees fit to use it, and if not, he is assisted in placing it on the market to the best advantage.

BIG SCORES AT BASKETBALL

Morrison, N. J., March 1.—The Randolph Military Academy, champions of Morris County, defeated the Bernardsville High School in a hard played basketball game here to-day. The score was 25 to 24. Hebard and Scott, the Randolph forwards, ousted their rivals together with 26 points between them. Hill made 18 points for Bernardsville.

BURMAN BUSY ON RACER

Hopes to Have Keeton Car on Speedway at Early Date.

Bob Burman is reported to be working night and day to prepare his Keeton car for the Indianapolis 500-mile race, either at the Keeton factory in Detroit or at the factory of the Wisconsin Engine Works, in Milwaukee, where he is assembling the motor. Burman is determined to be on the speedway by April 15 to prepare for the race. With his experiences of previous years as a guide, he is designing a car which will have many novel and interesting features.

About his car he places more or less mystery, but he does say that the wheel base will be hardly over ninety inches, while the top of the radiator will come only a little above his waist. Burman turned over in the race of last year, due to a wooden wheel giving way. He will use wire wheels this year.

This fact Burman has not chosen his driving mate, but will do so very soon, as it is highly improbable that he will endeavor to drive the complete race. He has a number of good men to select from, but as much depends upon the partner in such a contest he intends to take no chances, and will make a selection only after a thorough tryout at the speedway.

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But the verdict of meters, after 14 years, has given Goodyear tires the largest sale in the world. And that sale doubles yearly.

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Our 10 per cent oversize, under average conditions, adds 25 per cent to the tire mileage.

Reason also says that a tire which has come to outsell all rivals must be in some way excel them.

Get the Facts

Now isn't it wise to get the actual facts?

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Why don't

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H. S. HOUPPT QUITS ALCOHOL

Prominent Sales Manager Has Fine Record for Two Years.

GREATLY INCREASED SALES

Has Not Yet Decided on Future Connections and Will Indulge in Short Vacation.

Harry S. Houpt has resigned as manager of Alco sales and will leave soon on a brief vacation trip to the South. For some time Mr. Houpt has been considering making a change. Inasmuch as in the twenty-seven months he has been in charge, Alco business has increased something like 35 per cent, strong efforts were made by those at the head of the automobile department of the American Locomotive Company to have him remain and sign a contract for part, if not all, of another year.

The date of expiration of Mr. Houpt's present contract is July 1, but, greatly to his satisfaction, he was able to wind up affairs earlier and to obtain a leave of absence from March 1 to July 1. He has not yet decided on his future connections. Mr. Houpt said yesterday that he could not discuss his plans for the future. He is well known in the automobile business as a particularly keen and able salesman. When he joined the Alco company there were thirteen agents, of whom four were really active. There are now eighty-six live agents of the company, and January, 1913, was the greatest single month the Alco has ever had.

Under Mr. Houpt's direction great improvements were made not only in selling methods but in the appearance of the touring models. Also, where formerly only one size of truck was made, there are now four models. Many of these vehicles have been placed with the leading firms in the country.

NEW MANAGER FOR LOZIER.

The latest branch manager to be appointed on Broadway is A. J. Diefen, who has just taken command at the Lozier quarters. "Dief" is well known to the trade, as he has ten years of experience in this city. He has been identified with the Lozier car for the last five years, and has made an enviable record as a salesman. He takes hold at an opportune time, as the plants at Detroit and Pittsburgh are both working overtime to meet the demand for the new "Light Six."

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Special prices this week on cars accepted in exchange as follows:

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1911 Ford, \$300
1911 Hudson Torpedo, \$350
1910 Chalmers Touring, \$400
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National, 1911, \$1,100
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Mercedes, 1905, \$800
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